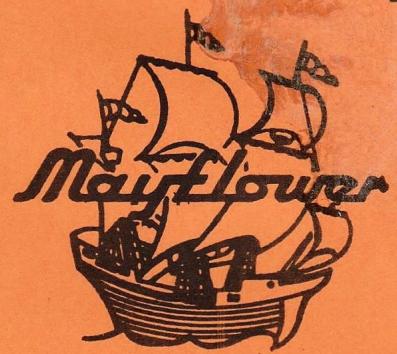
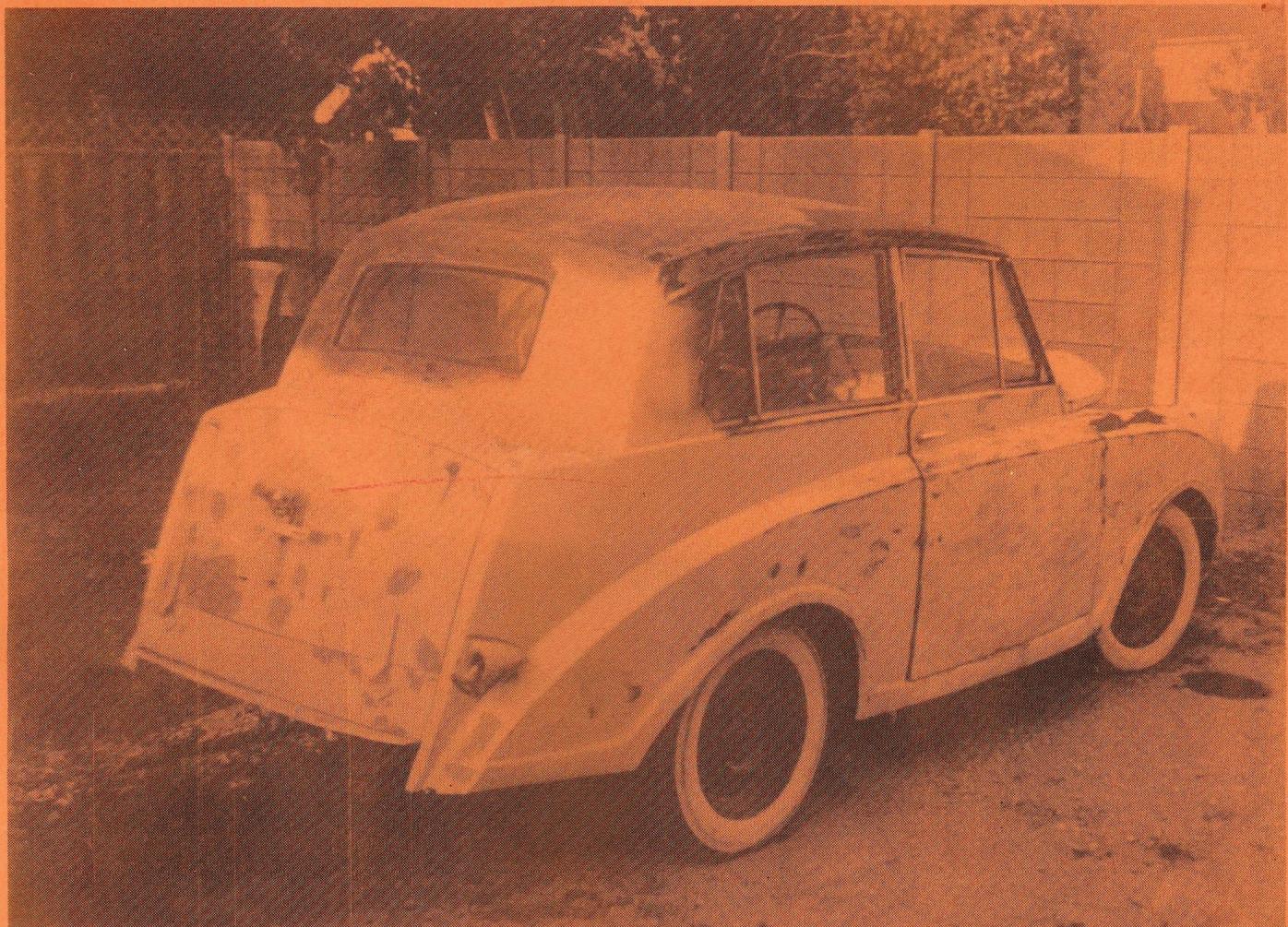


TRIUMPH MAYFLOWER CLUB



(MEMBERSHIP) WORLD WIDE

AUTUMN ISSUE 1989



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their posts in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that you
choose a reasonable time of day*

FLOWER POWER

WINTER EDITION 1989

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COVER STORY

This issue features a photograph of Mr Lallouz's Canadian Mayflower under restoration.

ISSUES :

SPRING. SUMMER. AUTUMN. WINTER

FLOWERPOWER

EDITORIAL

Edition number two under my pen and for those who spotted the deliberate mistakes in my first issue.,?, apologies.I have now re-checked my work with the spell checker on my PC and had two proof readings so hopefully the spelling should have improved.

Included in this issue is an up to date list of paid up members to March 1990 together with a list of cars,registration numbers and commission numbers where known, an "R" indicates a vehicle which is either under restoration or is now roadworthy and an "S" indicates a vehicle which has been scrapped or is being used for spares which will not see the road again.

There are a number of gaps and unknown facts but I hope to update these as the information filters back, my thanks to all the members who took the time and interest to write to the club with details of their cars. Response from members and comments lead me to believe that the new format has been well accepted and so suitably inspired I will continue with this lay out.

HELP

To date the club has issued 53 copies of Flowerpower since its beginning,however there are a number of issues missing from the clubs archives, if any member has a spare copy or a photocopy of any of the following numbers I would be grateful if they could onpass them to the editor. Originals will be returned after photocopying if required.

Issues: 2. 3. 4. 5. 11. 35. 48. 49

Ed.

A NOTE FROM THE CHAIRMAN

This issue of Flowerpower is being sent to all members shown on the 1988/89 membership list, However the Spring 1990 and subsequent issues will only then be mailed to those members who have re-newed their membership for 1990.

Please ensure that you have renewed or use the form within this issue to ensure your next issue is received.

FLOWER POWER

Whilst visiting Toronto recently, I took the opportunity to contact Mr Isaac Lallouz, one of our many overseas members who is completing the restoration of one of only three Mayflowers in Canada (known to us that is).

The car has had two previous owners. This first owner had the car from new and part exchanged it into a Toronto garage who became the second owner. It seems that the dealer was at a loss as to what to do with the car, which eventually ended up in the open sharing a lot with a few other "antique" cars.

The cars remained in the open for 5 years when the lot was required for redevelopment. The dealer advertised the cars in a local paper where the Mayflower, advertised as a "baby Rolls", caught the eye of Mr Lallouz. A visit to the garage, sight of the car and a deal was struck.

Mr Lallouz's wife Linda got quite a shock one evening when the car arrived home behind a tow truck looking rather shabby and neglected. His arrival was greeted with a number of questions - "what have you done?" "what have you bought?". The car spent quite some time at the front of the house where it attracted considerable attention from neighbours, passers by and people who had also responded to the advert and were still trying to buy the car.

It was eight years ago and Mr Lallouz embarked on a long restoration project. The biggest problem has been obtaining mechanical parts for the car - compared with Canada, we in the UK can get hold of most components quite easily.

The bodywork of the car is in remarkably good condition with little evidence of more than surface rust. The seats and trim have been removed and recovered, much of the chrome has also been restored and is ready for fitting.

As can be seen from the photographs, the final phase of the restoration has at last been reached, the car is now in a local body shop awaiting its respray after which the brightwork and interior will be refitted. Once the restoration is complete, Mr and Mrs Lallouz assure us that it will remain in the family and that their daughter also has developed an interest in the car.

DETAILS:-

Registered as a 1952 Triumph Mayflower
Commission Number: TTL 6129 LDL
Body Number: 514904
Colour: Du-tone brown and beige and white wall tyres

A small mystery surrounds the car. Although registered as a 1952 model, readers will notice the small rear window and early type door handles. The commission number also suggests an earlier date of manufacture.

(Can anyone place the year)

WINDSCREEN RUBBERS

Windscreen, Side Rear Window and Door Surround Rubbers
now available

Available from Spares Secretary

FLOWER POWER

VICE CHAIRMAN'S RAMBLINGS

As winter approaches we look forward to next year's national rally programme.

The National rally will be held at BLENHEIM PALACE on Sunday July the 22nd 1990, this is just off the A34 north of Oxford, I have heard from Urban Nyblom and hopefully two Mayflowers will attend from Sweden.

These will be Swedish assembled models with several design modifications to suit the Swedish winter conditions. I sincerely hope they will be able to attend and assure them of a warm Mayflower club welcome.

Come on English members, lets have a bumper turnout to welcome our overseas members, if they can make the journey what is our excuse ?

The Northern rally will take the form of a weekend meeting at Malham, near Skipton courtesy of Neil Kershaw. Various activities are planned for Saturday with a scenic road run on the Sunday, B & B accommodation will be arranged and the weekend should not be too expensive. The proposed date is the August bank holiday weekend, if you are interested please let me have your name and I will send further details as they become available.

I recently visited the Lake-District to purchase an Armstrong Siddeley 18 HP limousine and whilst there spotted a re-registered Triumph Mayflower in Ambleside, I believe it is in regular use by a local resident. It is always a pleasure to encounter a Mayflower on the road, a rare occurrence nowadays !

Please dont forget to let me know if you want to be included in the Northern Rally Weekend

NOW AVAILABLE

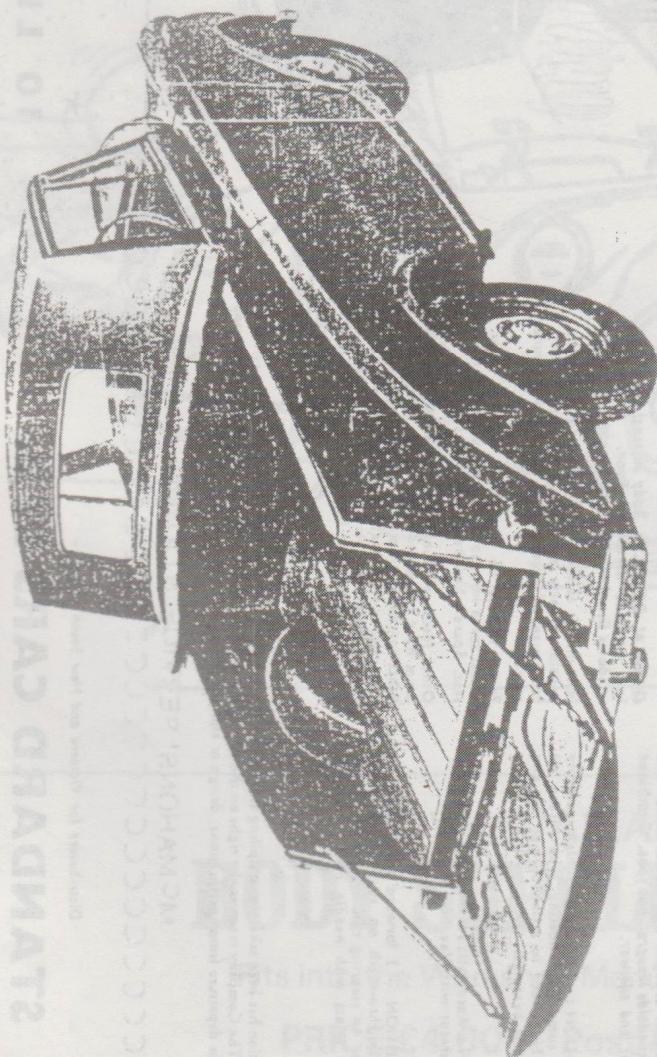
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- "MAYFLOWER" is an ideal economy unit-priced and sized to carry light to medium loads at a remarkably low cost per mile of operation.

The unique design of chassis and all-steel body gives an extremely sturdy and rigid assembly, with a surprising degree of load space in both cab and rear tray. The body allows even weight distribution, and the dropping tail-board provides further support for long articles, conduits, etc.

Additional space is provided within the cab in deep wells behind the divided driving seat, and in long parcel shelves on either side of the dash. Fittings include twin electric screen wipers, twin sun visors, essential instruments and cowl ventilator. Screen and windows are safety glass, with No-Draught ventilation on either side.

4 cyl. side valve "square" engine. Develops 38 b.h.p.

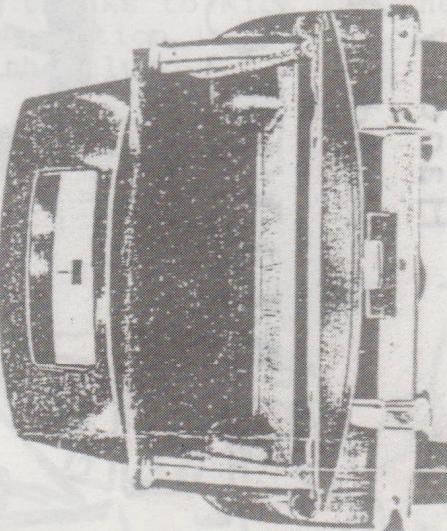
65 m.p.h. top gear speed; 35 m.p.g. economy.

8 inch ground clearance. Lockheed hydraulic brakes. 34' turning circle. Independent front wheel suspension.

10 gallon petrol tank - 350 mile cruising range. 3 speed synchro-mesh gears; gear shift on left of steering column.

Twin electric screen wipers; twin sun visors. Cowl ventilation. Roll type tonneau cover.

Patent No. 612,111



TRAY: Length, tail-board up, 54"; tail-board down, 80". TRAY: Width at front, 56". Between wheel arches, 37½". Width at rear, 41". TRAY: Height of sides, 14½".

Wheebase, 7'. Turning circle 34'.

Overall length, 12' 10". Overall width, 5' 4".

Rated h.p., 10. Developed h.p., 38 (4200 r.p.m.) Maximum speed, top gear, 65 m.p.h.

Acceleration, through gears, 0-50 m.p.h., 23 secs. Top gear, 10-30 m.p.h., 12 secs. Petrol consumption, 35 m.p.g. Oil consumption, 2000 m.p.g.

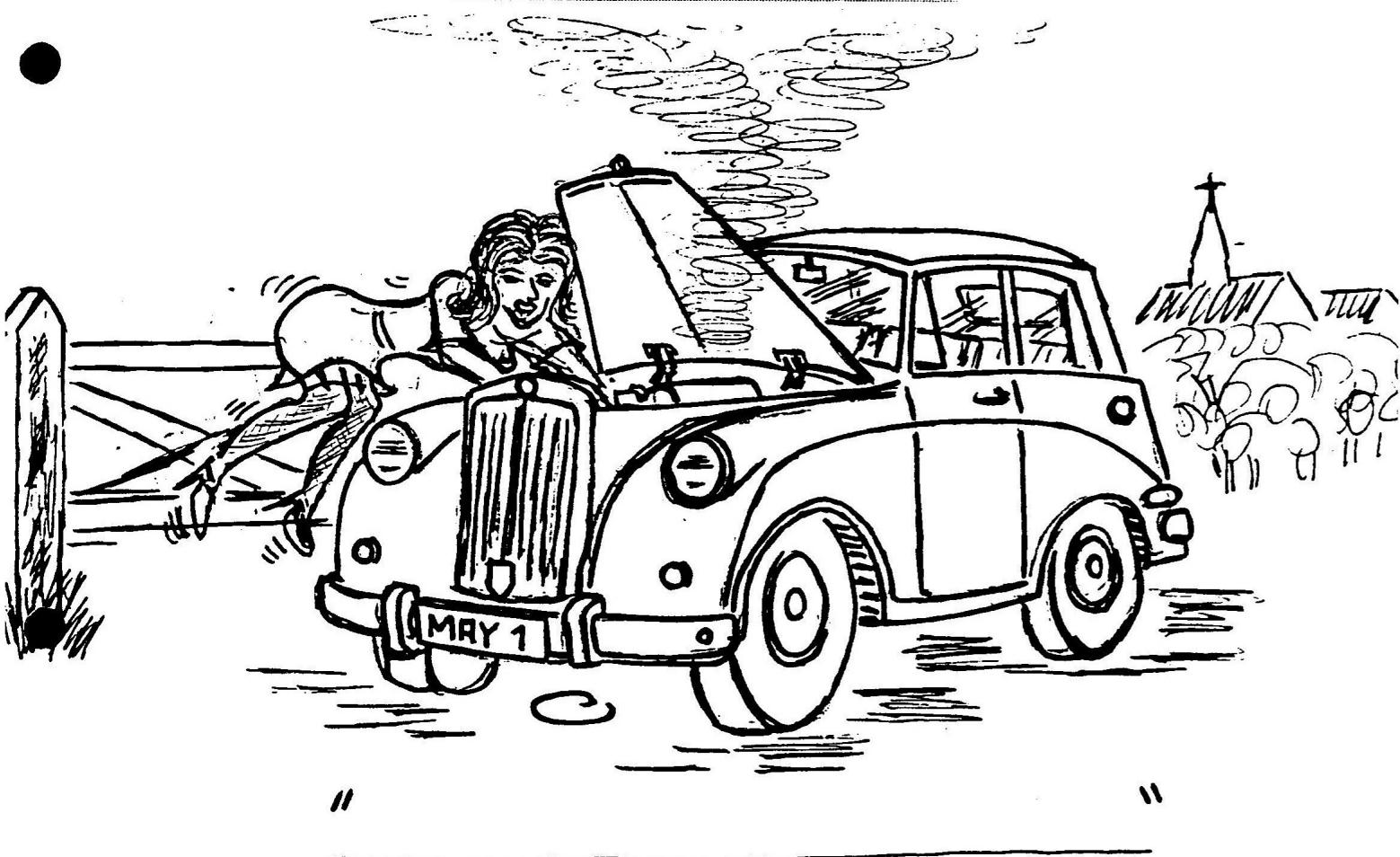
MAYFLOWER . . . PRECISION BUILT BY STANDARD

FLOWER POWER

CARTOON COMPETITION

Nick Collings (541) has donated a £5.00 prize to the member who comes up with the best caption to the cartoon which he has supplied. "What is the young lady saying?" - answers please to the magazine editor.

Judging will be carried out by the end of February and the winner and winning caption will be published in the Spring edition of Flowerpower the cheque will be posted to the lucky person before the New Year. Our thanks to Nick for the competition, Please note that the competition is restricted to paid up members of the club.



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Mr Lallouz's Flower undergoing restoration.



Peter Smiths modified Flower attracts attention at the national rally.

FLOWER POWER

LETTERS

The other day I was parked in EMMA when a youth in a Mk1 Escort (what do they see in them) with the usual bolt on goodies worth more than the car, came up to me and said "My dad's got one of them, what are they worth ?". Oh Mayflowers aren't fetching much really, an immaculate one can be got fairly cheaply and a runner with an MOT can be picked up for £800.

"My dad would snap your hand off for that." So off I go to see it, don't I. Sure enough there was a metallic grey Flower with a local number stored under an open barn. I was told that the owner bought the car from the original owner two years ago, MOT'd and left it !. Looking closer I found it was under a quarter of an inch of dust, and mice scattered when the bonnet was lifted, but after a close look over and under it I found it absolutely immaculate with hardly a rust spot on it, I'll give you £500 as it stands" I said.

"No" came the answer. "What's it worth to you ?" I said, a non committal grunt was the answer. I looked it over once again. "What do you want for it then ?" "Oh, I'd not really bothered about selling it, I've not really thought about it!"

I walked back to EMMA wishing the ground would swallow me. " AM I SUFFERIN".

Peter Smith.

Recently I came across an interesting point that I didn't know existed, that is insurance of car number plates. Am I to believe that an insurance company can seize a pre 1964 number with a classic car if it is considered a " write off". Are we to insure the number as an extra in order to receive the money value of it, or can it be insured to be returned to the owner.

Do we sign away our personal plate or settle for third party cover, can anyone put me wise on this matter ?.

Peter Smith.

This is news to the editor also, if any members have any information on this point I'm sure we would all be interested.

Ed.

Malcolm Bath, writes to tell us that he has with great reluctance, sold his Mayflower locally and that he will not be continuing his membership as he wishes to concentrate on his Triumph Renown via the T.R.O.C. Malcolm has however offered a number of spares for sale which appear in the sales section. Our thanks to Malcolm for his support of the club and we wish him well in the future.

FLOWER POWER

LETTERS

A little late news, Mayflower PHY 533 appeared in the television film "A day last summer" made by Yorkshire TV, it was shown in February of this year on ITV and is owned by Trevor.

Trevor Walker.

Note the programme its bound to be repeated at sometime.
Ed.

D.V.L.C. An extract from the FBCHVC news sheet.

The judicial review concerning the re-issue of "lost" registration marks, has not yet been completed, and the secretary of state for Transport has changed. The federation is still pressing for a resolution to the problem, but no answer is likely to be forthcoming until the judicial review has been completed.

One ray of hope is that there is good evidence that applicants for the re-issue of original registration numbers who state that they would be happy for the registration document to be marked "Number not transferable from this vehicle" are finding it much easier to obtain the original number for their vehicles.

We re-iterate the importance of integrity on the part of clubs when writing to support owners claims of historic interest or rarity in connection with an application for the re-issue of a registration number. DVLC do check up on claims from time to time, and it would do the movement no end of harm if any organisation were ever to be proved to be inventing history. The writer of this article is the secretary of a moderately large one make car club, and knows how much pressure the persuasive member can bring to bear to have the truth stretched a little bit.

Resist and make sure that you have documentary evidence to back any claims that you may make. DVLC have issued a further consultation document on the subject of driver licensing and this is being studied.

The club extends a warm welcome to the following new members.

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FLOWER POWER

BODYSHOP

MAJOR BODY OR CHASSIS REPAIR/RESTORATION.

Many novel ways of turning over a Flower to allow the repair of the chassis or major restoration work to be carried out have been tried, discussion on the methods used has been heard at the rallies, the method which follows is that recommended by the manufacturer.

Before a turnover is attempted, a complete mechanical strip should be carried out, and the seats and quarter lights removed. Fig 1 illustrates suitable equipment, for carrying out a repair of this nature, the two reinforcements shown are made from 1/2" plywood, one for the dash front being made in two parts, right hand, and left hand, overlapping in the centre and assembled as shown in fig 2.

The reinforcement fitted in the luggage boot, which is shown in fig 3 is in one piece and made so that it tightly fits between the wheel arches, boot floor pan and top panel, it is further secured in position by a batten between a flange at the top of the boot interior and a piece of wood screwed onto the face of the reinforcement.

This reinforcement of the body is necessary to enable the load to be carried on the pole shown. Prior to fitting the reinforcement ply boards into position, the 5" metal discs fitted to the front and rear bulkheads must be removed. A builders scaffold pole, 15' long and 4.1/2" in diameter should be inserted through the holes in the reinforcement boards, and through the car leaving an equal length at each end of the body.

(caution should be used if you select aluminium or steel scaffold poles, as two members have found that these tend to bend under the weight of the car)

All that remains now is to lift the ends of the pole onto a suitable trestle or support, which should be 3'6" high for use at the front end of the car, once the turnover is complete take a 3" by 2" wooden batten and place through the quarter light apertures, using a small trestle on either side to take the weight of the body.

The high trestle should now be removed and a lower trestle placed under the dash to take the weight of the front of the car. Fig 4 shows the inverted body ready for repair.

THE TRIUMPH MAYFLOWER CLUB

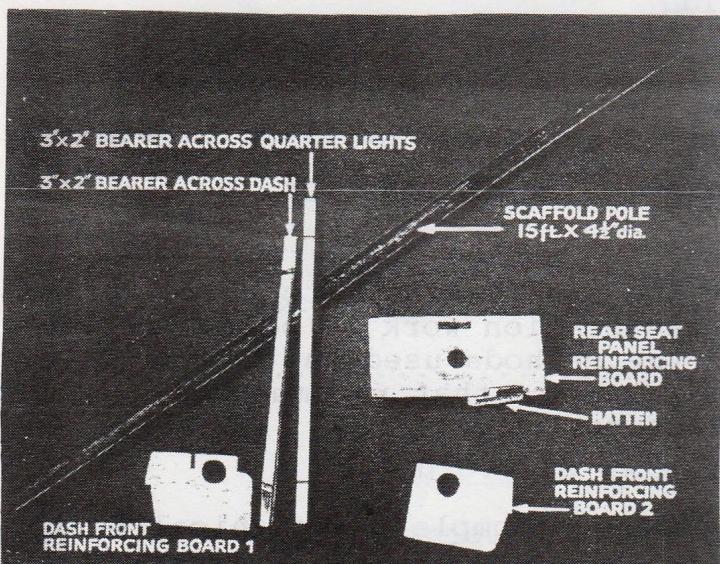


Fig 1 Equipment required for the turn over

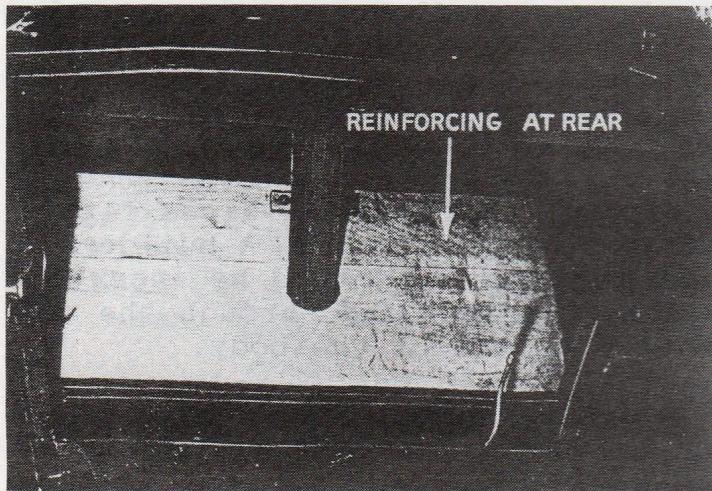


Fig 3 Reinforcement of the rear to accommodate the pole

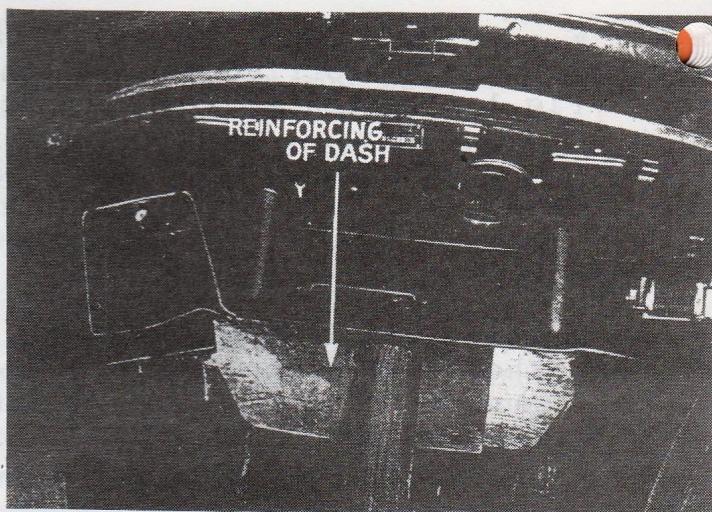


Fig 2 Reinforcement of the dash to accommodate the pole

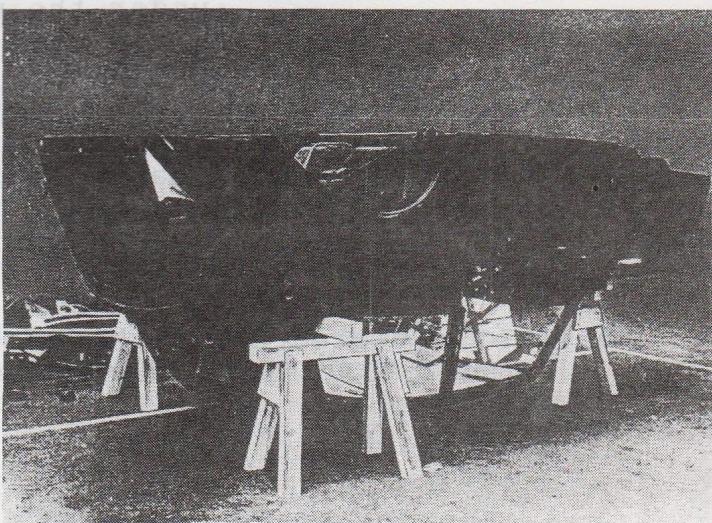


Fig 4 The body supported by trestles

FLOWERPOWER

BODY - SHOP

REMOVAL OF DOORS FOR REPAIR

Remove the window handle and inside lock handle by depressing the rosettes and extracting the cotter pins, then remove two MR type spigot nuts securing the arm rest to the frame. The trimmed casing board is held in position by twenty-two spring clips attached to the casing board and engaging in holes in the metal door frame. Insert a screwdriver between the door and inner panel casing and prise off, taking care not to break the clips.

Remove the door window bottom stop (four drive screws) and lower the window, disengage the window lifting arm dropping the glass to clear the garnish rails, remove the fringed finisher strips after freeing the seven retaining clips.

The vertical window frame members are secured in place by screws, as shown in Fig 2, remove the grommets in the lock pillar and withdraw the three cheese headed-screws. Finally remove the two hexagonal screws at the bottom of the centre post, withdraw the two nuts at the base of the vent. Two chromium trim plates must also be removed from the front and rear members where they attach to the door frame, by removing five small self tapping screws.

The frame can now be lifted out, following its removal the glass can be removed, remove the four cheese-headed screws securing the quadrant type winder, and carefully force this winder into the inside of the door and withdraw. Remove the cotter pin attaching the lock remote control link, then remove the remote control and lock.

Detach the door stop arm from the door by removing the cotter pin and rubber bump stop from inside the door frame, remove five hinge securing set screws from the door pillar, having first supported the door to prevent it falling away, the door can now be removed for repair.

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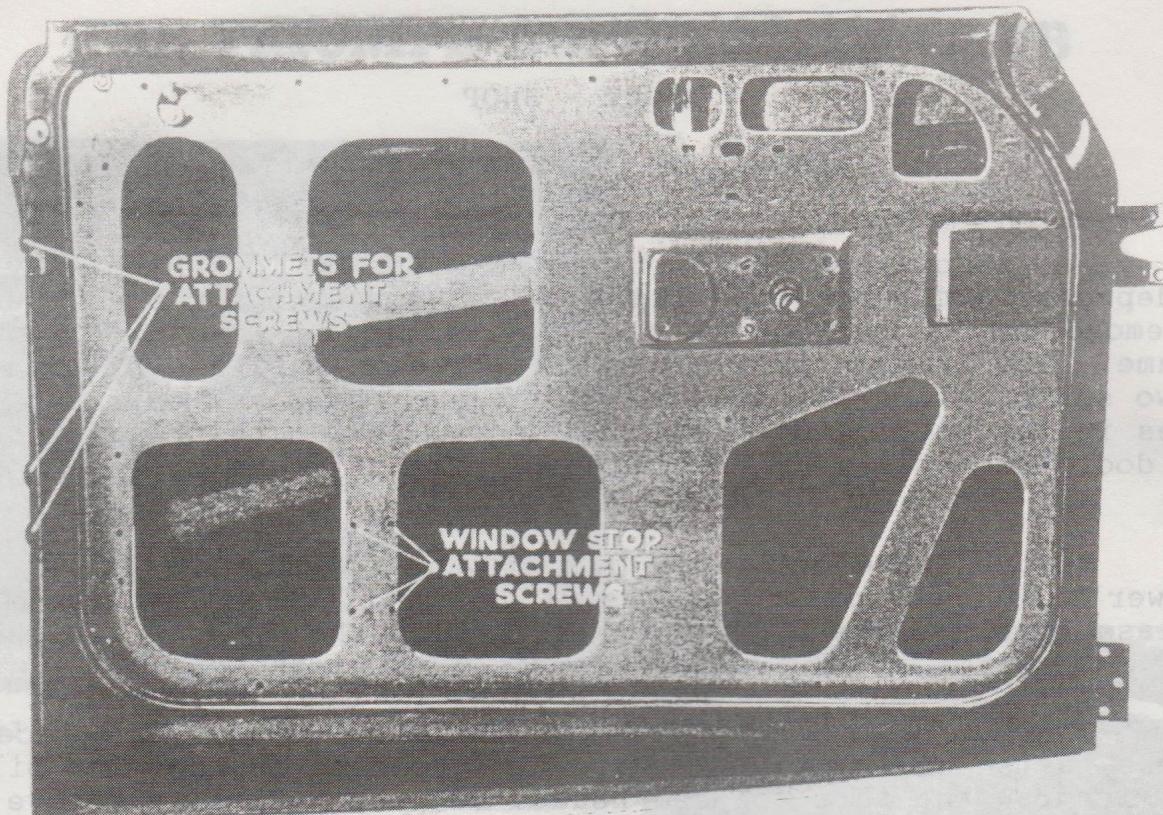


FIG 1. Dismantled door assembly.

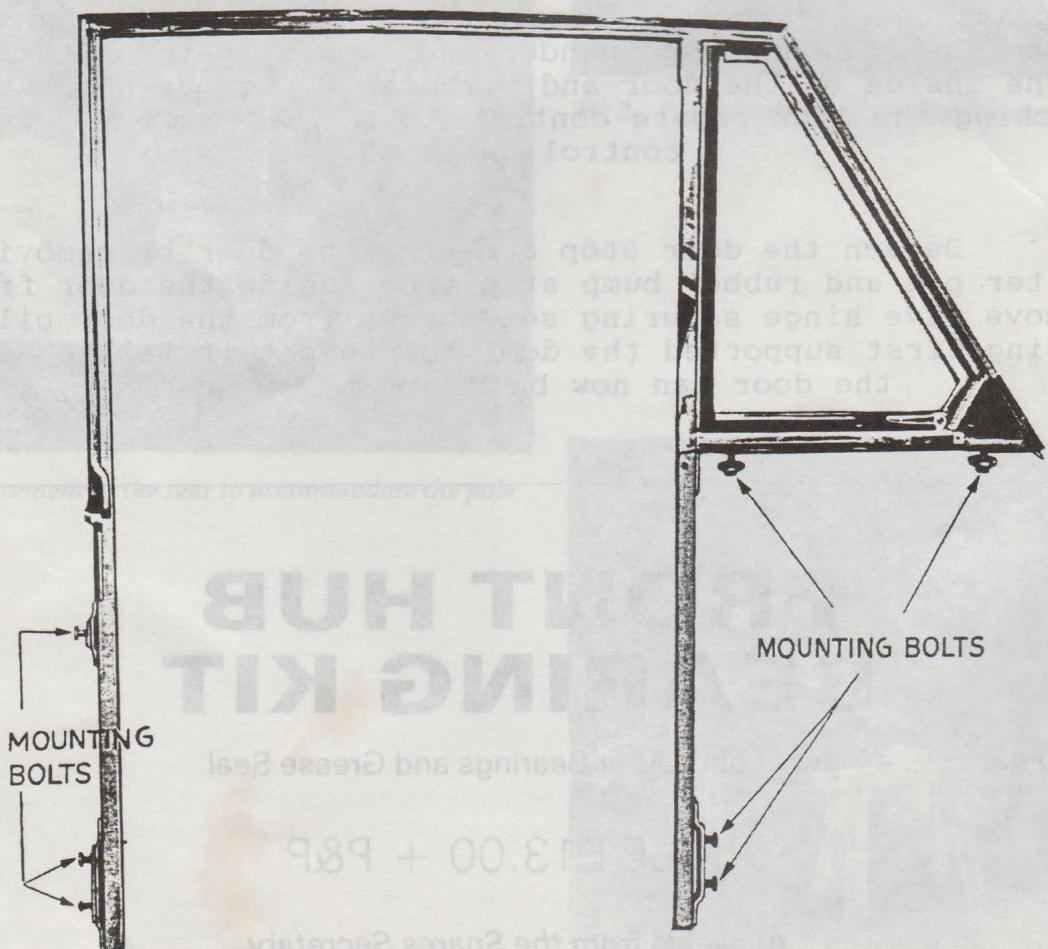


FIG 2. Vertical window frame members.

FLOWERPOWER

TECH - TIPS

From Nick Collings.

Whilst removing the number plate light the bracket to which it is attached broke away due to rust, however the whole unit is the same type as that used on the Morris Minor 1000.

From P.Smith.

Pete is in need of assistance, and asks if anyone has an answer to a re-occurring problem. The head gasket keeps blowing despite all attempts to cure it. It all started after he had the engine re-built and the head refaced. Gasket sealant was used but the gasket failed between No 1 an 2 cylinders. Another head was used after it had been re-faced but this too failed this time between cylinders No 3 and 4, flooding the cylinders and sump.

As far as can be seen the top of the engine block seems to be OK, has any one got any ideas or will he have to suffer this problem for ever more.

If you have a problem with door handles for the later flowers you will find that they are the same as those used on the phase 1 Standard Vanguard, and can be found at autojumbles at far less than the cost of re-chroming.

Engine will not idle.

A couple of things to check here, first if you have had the manifold off make sure that the little restrictor valve fitted in the drilling for the ventilation pipe has not been lost, without this the engine will not idle correctly.

It's also worth checking that carbon has not formed between the stainless steel trembler pin and the washer which forms the valve as this is prone to blockage, and can cause excessive crankcase pressure which results in oil leakage, especially from the rear main bearing.

A sure indication of no crankcase ventilation will be the formation of rust inside the oil filler cap and in the ventilation pipe, between the filler and the air cleaner. If the hole requires cleaning use a No60 drill. (0.040 dia)

Did you know that ordinary household vinegar works just as well as penetrating oil on rusty bolts/nut if you run out of penetrating oil.

FLOWER POWER

SALES / WANTS

WANTED to help with the restoration of a 1952 flower,

O/S/F over-rider.

Both O/S and N/S doors or skins.

Both O/S and N/S sills or any information on replacements.

If anyone can help please call Allen on 0274 - 487434 or 727077.
member 580.

WANTED a restored Mayflower in good condition,

details please and price to

MR I.Lallouz 12 Duggan Avenue. Toronto. Ontario. Canada. M4V-1F2

New-Zealand Mayflower

Due to a change in circumstances Vicki Cowman is offering for sale her 1951 Mayflower and a second car for spares. If anyone is able to offer these cars a good home please contact her via:
Motueka Post Office.

Motueka.

South Island.

New Zealand.

AT LAST!

THE TRIUMPH RADIATOR BADGE

Price £7.00 + p&p

Contact Malcolm Bath

0708-23193. (Romford)

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The Spares Secretary*

HAYNES PUBLISHING GROUP

Classic Tour

PRESS RELEASE

The annual Haynes Classic Tour takes place on Sunday 6th May 1990. This tour of post war Classic cars is fast becoming a popular feature of the Classic Motoring scene. Sponsored by the Haynes Publishing Group and organised by members and friends of the Haynes Sparkford Motor Museum Trust. The event is run by, and organised for, genuine enthusiasts, for all classes of vehicle representing the 50's and 60's.

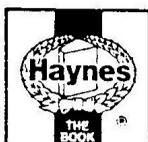
The start on 6th of May 1990 takes place by kind permission of Lord Bath, at Longleat House. The 85 mile route passes through many villages and towns of the Mendip area including Frome, Wells, Glastonbury and Shepton Mallet. One feature of the Haynes Classic Tour is the descent from the Mendip Hills through the spectacular Cheddar Gorge, seen by many as one of the highlights of the day.

The tour finishes at the Haynes Sparkford Motor Museum which now has over 150 exciting exhibits, all in pristine condition.

Entries for this friendly family day out are strictly limited to 180 vehicles, 150 of which must have been built between 1945 and 1965, and 30 later cars which will be selected for their condition and/or motoring interest.

The entry fee is once again £12.50 which provides a starters certificate, rally plates, finishers plaque, two meals per vehicle and free entry into the Motor Museum and Longleat.

An entry form can be obtained by telephoning the secretary Mrs C. Trevorrow on 0749 5347.



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*550-15	£3. 11s.	*500-17	£3. 10s.
*560-15	£3. 12s.	525-550-17	£3. 19s.
*590-15	£3. 12s.	600/650-17	£4. 15s.
*600-15	£3. 14s.	450-18	£3. 9s.
*640-15	£3. 14s.	475-500-18	£3. 12s.
*500-16	£3. 10s.	525-550-18	£4. 7s.
*525-16	£3. 10s.	600/650-18	£4. 12s.
*550-16	£3. 15s.	400-19	£3. 6s.
*575/600-16	£3. 19s.	475/500-19	£4. 7s.

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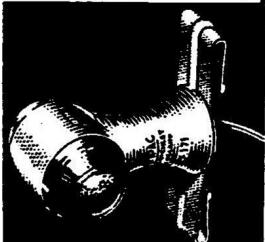
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LUMAX

• ALL BRASS CASE
• EASY ADJUSTMENT
• SEALED REFLECTOR
• STAINLESS STEEL CONTACTS

FOG Concentrated — SPOT. Powerful beam. Wide beam with sharp aperture. Parabolic non-cut-off at the top. Slim and modern.

and now!

MK. 9. Heavy-duty twins in steel case combining rugged strength with high efficiency lighting. Available at your usual garage. Trade enquiries:

CEAG LIMITED, BARNESLEY, YORKSHIRE
London Office: 230 Vauxhall Bridge Road, S.W.1.
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MODEL	1946 £	1947 £	1948 £	1949 £	1950 £	1951 £	1952 £	1953 £
A.C. Saloon	—	225	255	280	305	340	385	430
Allard K, L & M	100	110	125	135	155	200	230	280
Alvis 14 & 3-litre ...	220	240	270	295	315	400	440	500
Armstrong 16 & 18	145	160	180	195	245	265	295	330
Austin Eight & A30	140	155	—	—	—	—	330	345
Austin Ten & A40 ...	140	155	255	270	290	305	315	365
Austin 12 & A70	140	155	—	225	250	270	300	335
Austin 16 & A90	145	160	185	195	—	280	310	—
Bedford Utilicar ...	95	100	110	120	130	140	155	275
Bentley 4½-litre	—	725	800	925	1025	1150	1350	2025
Bradford Utility ...	45	50	55	60	65	70	80	95
Chevrolet L.H.D. ...	—	170	200	225	260	295	330	435
Citroen Fifteen	140	160	185	205	225	255	290	330
Daimler 2½-litre.....	200	225	250	275	300	370	410	470
Ford Anglia	120	130	145	160	180	200	220	250
Ford Prefect	120	135	155	175	190	220	245	280
Ford Consul.....	—	—	—	—	—	335	355	380
Ford Zephyr	—	—	—	—	—	330	345	365
Ford V8 Pilot	—	—	160	170	185	200	—	—
Healey 2½-litre	—	250	270	295	315	365	400	480
Hillman Minx.....	135	150	175	200	270	295	315	340
Humber Hawk	125	135	155	255	270	280	300	315
Humber Sup. Snipe	100	125	140	160	190	215	245	335
Jag. 2½, 3½, Mk. VII	125	140	160	180	255	280	370	410
Jowett Javelin.....	—	215	235	250	270	295	315	345
Lagonda 2½-litre.....	—	—	—	400	445	490	550	680
Lanchester 10 & 14... .	175	190	215	235	260	290	365	410
Lea Francis 14	155	170	190	210	230	260	285	325
M.G. Midget T-type	245	255	275	290	355	375	395	420
M.G. 1½-litre Sal.	—	285	305	310	330	350	370	405
Morgan 4/4 & + 4 ...	200	210	230	240	260	315	335	360
Morris 8 & Minor ...	140	150	165	285	295	300	315	345
Morris 10 & Oxford	135	150	170	270	290	315	340	370
Renault 750	—	—	—	—	255	270	290	305
Riley 1½-litre	235	260	290	315	350	385	420	490
Riley 2½-litre	—	230	265	295	325	360	405	465
Rolls-Royce by P.W.	975	1125	1275	1350	1650	1875	2125	2450
Rover 10	200	225	—	—	—	—	—	—
Rover 12 & 60	190	215	290	305	—	—	—	570
Rover 14 & 75	190	210	295	305	420	445	475	520
Rover 16 & 90	185	210	—	—	—	—	615	—
Singer Roadster	135	140	155	170	185	205	225	—
Singer Ten	110	125	145	165	—	—	—	—
Singer 12 & S.M. 1500	—	105	120	140	220	240	265	300
Standard Eight	95	110	130	—	—	—	—	300
Stand. 12/14, Vang'd	110	125	150	235	255	265	295	325
Studebaker	—	115	155	195	230	270	330	440
Sunbeam 80 and 90	160	180	205	270	300	340	380	440
Triumph 18 TR & 1½	240	255	275	—	290	305	325	345
Triumph (4-dr. sal.)	200	215	225	240	270	300	320	350
V'hall 10 & Wyvern	130	140	—	230	245	260	340	365
V'hall 12, 14 & Velox	130	140	160	230	240	255	330	360
Wolseley 8 & 4/44 ...	135	150	170	—	—	—	—	420
Wolseley 10 & 4/50	130	145	165	290	100	320	340	375
Wolseley 12/48 & 6/80	120	135	150	225	240	265	290	310
Wolseley 14/60	110	125	145	—	—	—	—	—

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Car (R) = Restoration/Roadworthy (S) = Spares/Scrapped

0	230
1	262
2	279
3	283
20	309
26	316
80	343
110	359
121	364
138	372
147	373
160	389
172	392
184	394
211	399

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409		490
411		497
413		501
416		504
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